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IAM MEMBERS STRIKING AT BEECH PLANTS IN KANSAS, COLORADO

International Association of Machinists and Aerospace Workers went on strike at four Beech Aircraft plants in Kansas and Colorado at 12:01 a.m. Aug. 6 after the union and company failed to reach agreement on a new three-year agreement. Despite the depressed state of the general aviation industry, there were indications the union is prepared for a lengthy strike.

The last company offer included no wage increase in the first year of a new contract, but increases of three percent in both the second and third years. In addition, Beech is seeking a change in the cost of living adjustment (COLA) provisions. Under the contract that just expired, there was no floor or ceiling on COLAs, which resulted in salary adjustments for every three-tenths percent change in the cost of living (COL) index. Under Beech's new proposal, there would be no cost of living wage adjustment until the COL index had increased at least five percent in a single year. That offer has particularly upset union members, who point out that if inflation went up four to 4.5 percent each year of the contract the COL index could climb 12-13.5 percent during the three-year period and not result in any salary adjustments. Union members also charge that pay scales at Beech are $1 to $1.25 per hour less than at other area aircraft manufacturers such as Boeing and Cessna, where the IAM recently signed a new three-year contract *(BA, July 23/26)*.

The union represents a bargaining unit of 2,900 to 3,200 employes. Beech would not identify employment levels at the four plants affected, saying only that total company employment, including subsidiaries is 9,300. The company also would not provide any figures on how many employes are crossing picket lines or what impact the strike is having on production. Union officials told *BA* that "production is at a virtual standstill." Beech consolidated its three-shift schedule into a single daytime shift, but officials said the former second shift—primarily on the Model 1900 and King Air lines—was small and the third shift was primarily maintenance.

JUSTICE ADVOCATES BUY/SELL FOR ALL SLOTS AT CONGESTED AIRPORTS

Justice Department, responding to an FAA proposal to permit the limited sale of airline slots at four congested airports, said that all slots at those facilities—including those currently reserved for commuter and general aviation—should be put in a common pool and sold to the highest bidders. Relying heavily on the economic theory that unrestricted sale will result in the slots going to the carriers that can use them most productively, Justice said distinction between different classes of operators is unnecessary "because only the market can establish the most efficient mix of operations." In addition, Justice would permit non-aviation entities—such as banks—to purchase slots for resale to airlines and other aircraft operators. General aviation interests previously opposed FAA's proposal for sale of airline slots at the four airports—Kennedy and La Guardia in New York, Chicago O'Hare and Washington National—and are sure to oppose the Justice position.

BLECK OUT AT PIPER; LAST LOCK HAVEN AIRPLANE ROLLS OUT

Max E. Bleck, a member of Piper Aircraft's top management team since 1975, has left the company. A spokesman for Piper's parent company, Lear Siegler Inc., confirmed that Bleck submitted his resignation, effective Aug. 3. After serving in a number of top posts at Cessna Aircraft, Bleck joined Piper in 1975 as

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JULY UNIT SHIPMENTS

		July 84	Cal. Year	Fisc. Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	1	16	19
BE-V35B	Bonanza	0	4	4
BE-A36	Bonanza	8	64	83
BE-B36TC	Bonanza	1	27	43
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	0	2	2
BE-58	Baron	4	31	41
BE-58TC	Baron	0	0	1
BE-58P	Baron	3	17	19
BE-76	Duchess	0	0	1
BE-880	Duke	0	0	0
BE-C99	Airliner	2	8	16
BE-C90-1	King Air	2	15	17
BE-F90-1	King Air	1	10	17
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	20	35
BE-200C	Super King Air	0	0	1
BE-300	Super King Air	5	8	8
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	2	14	14
TOTAL		31	247	341
Manufacturers net billing - $29,387,260				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	2	13	16
HS-748		1	1	4
BAe 146-100		0	1	4
BAe 146-200		2	5	6
HS-125-700	Model A	0	2	4
HS-125-700	Model B	0	4	6
HS-125-800	Model A	0	2	2
HS-125-800	Model B	0	1	1
TOTAL		5	29	43
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	2	4	7
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		2	8	18
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	2	2
CL-601	Challenger	2	12	20
TOTAL		2	14	22
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	22	23
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	6	70	110
CE-172	Cutlass	3	8	11
CE-172RG	Cutlass	3	6	16
CE-182	Skylane	1	38	58
CE-182	Turbo Skylane	0	3	3
CE-182RG	Skylane RG	3	11	17
CE-182RG	Turbo Skylane RG	2	9	9
CE-185	Skywagon	0	9	15
CE-U206	Stationair 6	2	27	35
CE-TU206	Turbo Stationair 6	0	19	24
CE-207	Stationair 8	5	13	16
CE-TU207	Turbo Stationair 8	0	0	1
CE-210	Centurion	2	17	22
CE-T210	Turbo Centurion	4	37	41
CE-P210	Pressurized Centurion	2	12	26
CE-188	AgHusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	2	21	29
CE-335		0	0	0
CE-340		1	8	9
CE-402		0	3	7
CE-404	Titan	0	0	0
CE-414	Chancellor	1	10	12
CE-421	Golden Eagle	2	4	5
CE-425	Conquest I	1	9	17
CE-441	Conquest II	0	2	12
CE-500	Citation I	1	3	5
CE-550	Citation II	3	21	31
CE-650	Citation III	2	26	33

		July 84	Cal. Year	Fisc. Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	3	3
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	1	4	5
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		48	421	608
Manufacturers net billing - $28,081,135				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	*	0	0
AD-My.20	Falcon	*	0	1
AD-My.200	Falcon	*	4	6
AD-My.50	Falcon	*	9	9
TOTAL		*	13	16
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	7	8
DHC-7		1	8	10
TOTAL		1	15	18
(Exports: One DHC-7 to Indonesia)				
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	1	9	13
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	9	14
EMB-712	Tupi (PA-28-181 Archer II)	2	5	6
EMB-720	Minuano (PA-32-310 Saratoga)	0	5	6
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	5	5
• Multi-Engine				
EMB-110P1	Bandeirante	1	5	14
EMB-110P1A	Bandeirante	4	4	4
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	3	18	24
EMB-820	Chieftain	0	1	1
TOTAL		13	61	95
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	7
Fairchild 300		0	1	1
Merlin IV-C		0	2	3
Metro III		2	7	19
Expediter		0	0	5
TOTAL		2	12	35
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		0	2	10
LR-36A		0	1	1
LR-55		1	9	20
TOTAL		1	12	33
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	1	20	29
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	0	4	13
AE-980		0	0	0
AE-1000		0	2	5
TOTAL		1	26	48
Manufacturers net billing - $11,978,000				
(Exports: One G-III to Switzerland)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	2	4	12
TOTAL		2	6	20

		July 84	Cal. Year	Fisc. Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		0	10	19
LA-250	Renegade	1	7	8
TOTAL		1	17	27
Manufacturers net billing - $190,156				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		3	14	14
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		0	4	4
TOTAL		3	19	22
Manufacturers net billing - $103,827				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	0	10	12
TOTAL		0	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		0	10	18
TOTAL		0	10	20
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	8	43	63
M-20K	231	5	28	56
TOTAL		13	71	119

		July 84	Cal. Year	Fisc. Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	7	64	101
PA-28-181	Archer II	4	59	83
PA-28-236	Dakota	4	19	26
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	1	14	22
PA-32-301	Saratoga	2	12	15
PA-32-301T	Turbo Saratoga	1	4	6
PA-32R-301	Saratoga SP	0	11	24
PA-32R-301T	Turbo Saratoga SP	1	15	24
PA-46-310P	Malibu	10	54	64
PA-31-310	Navajo	0	2	2
PA-31-325	Navajo C/R	0	4	5
PA-31-350	Chieftain	1	14	22
PA-31P-350	Mojave	0	12	22
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	2	7
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	0	9	12
PA-34-220T	Seneca III	6	52	80
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	0	7	7
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	5	5
PA-700P	Aerostar	1	6	7
PA-T1020		0	0	7
PA-T1040		1	3	4
TOTAL		39	375	566
Manufacturers net billing - $6,239,563				
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-*	Skyvan	0	1	1
SD-3-30		0	3	3
SD-3-60		3	19	28
TOTAL		3	23	32
SINGLE-ENGINE		97	833	1,208
MULTI-ENGINE		70	556	887
GRAND-TOTAL		167	1,389	2,095

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	July			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	31	28	25	247	238	367	341	340	645
British Aerospace	5	1	5	29	8	17	43	15	27
Britten-Norman	2	2	1	8	8	12	18	14	20
Canadair	2	*	*	14	*	*	22	*	*
Cessna	48	100	196	421	724	1,488	608	1,062	2,414
Dassault	*	*	5	13	18	39	16	39	56
De Havilland	1	2	*	15	9	*	18	17	*
Embraer	13(6)	5(0)	13(6)	61(18)	46(13)	121(38)	95(38)	79(27)	169(55)
Fairchild	2	*	4	12	7	29	35	26	65
Gates	1	2	4	12	19	59	33	47	103
Gulfstream	1	4	10	26	31	53	48	62	97
Israel	2	1	*	6	5	*	20	5	*
Lake	1	1	3	17	14	9	27	22	19
Maule	3	5	5	19	28	28	22	37	35
Maule Air Inc.	0	*	*	10	*	*	12	*	*
Mitsubishi	0	2	2	10	20	10	20	42	22
Mooney	13	10	16	71	79	115	119	130	187
Piper	39	45	55	375	401	642	566	668	1,111
Short	3	3	0	23	20	10	32	23	13
TOTAL	167	211	344	1,389	1,675	2,999	2,095	2,628	4,983

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.

** Fiscal year October 1 - September 30.